

BookletChart™

South End of Lake Huron

NOAA Chart 14865

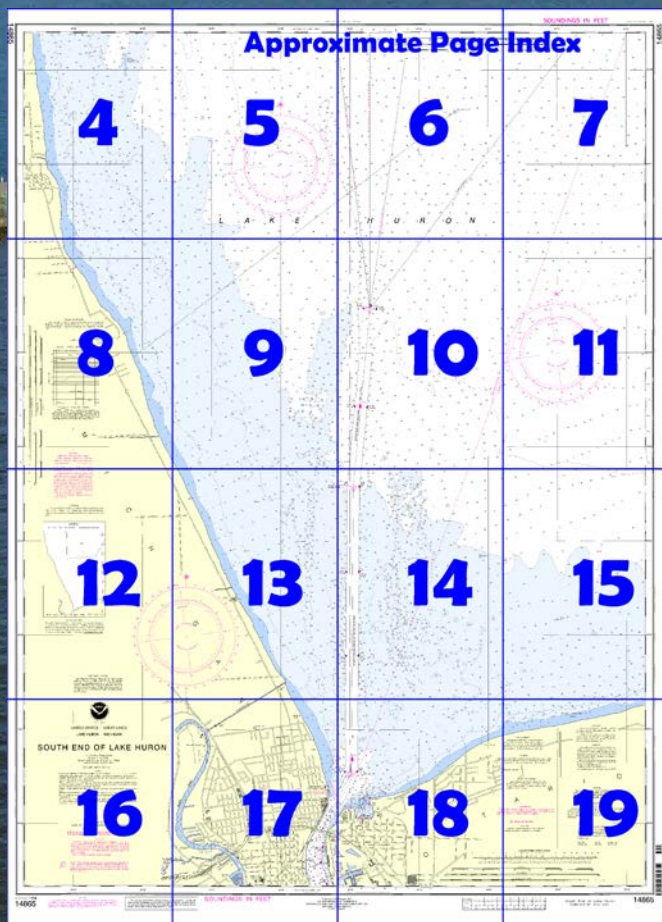


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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National Ocean Service
Office of Coast Survey
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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14865>



(Selected Excerpts from Coast Pilot)

The south end of Lake Huron in the approach to the head of the St. Clair River is obstructed by an extensive shoal area. A dredged channel, maintained at the Federal project depth of 30 feet, leads S for about 6 miles through the shoals to the head of the river. The channel is marked by lighted buoys and a **180.3°** lighted range at Point Edward, ON. A racon is at the front light. Lake Huron Cut Lighted Buoy 12 marks the entrance to the channel from

Lake Huron. Lake Huron Cut Light 7, about 2.2 miles from the entrance, is equipped with a racon.

Fort Gratiot Light (43°00.4'N., 82°25.4'W.), 82 feet above the water, is shown from a white brick conical tower on the west side of the head of St. Clair River. Port Huron Coast Guard Station is close south of the light. A **regulated navigation area** has been established off the Coast Guard Station. (See **33 CFR 165.1 through 165.13 and 165.920**, chapter 2, for limits and regulations.)

Dredging spoils are adjacent to both sides of the dredged channel. On the east side of the channel, the spoil bank extends about 4 miles north from Point Edward and is about 1 mile wide with depths of 6 to 12 feet. A wreck, covered 15 feet, is east of the channel 3.4 miles northeast of Fort Gratiot Light. On the west side of the channel, the spoil bank has depths of 9 to 15 feet for 4.5 miles north of Fort Gratiot Light, thence 16 to 24 feet for another 1.5 miles north.

Black River Canal, entered about 1.4 miles north-northwest of Fort Gratiot Light, extends southwest for about 1.1 miles to its junction with the Black River.

From the head of the St. Clair River north-northwest for 19 miles to Lexington, the shore is low. In this stretch, the lake bottom is generally rocky with depths to 18 feet extending 1.3 miles offshore. A shoal with a least depth of 12 feet is 0.9 mile northeast of the mouth of **Burtch Creek**, 7 miles south of Lexington. A 16-foot diameter potable water intake extends from shore 5.7 miles north-northwest of Fort Gratiot Light northeast for 5 miles to a crib covered 38 feet. A wreck, covered 29 feet, is 10.7 miles north-northeast of Fort Gratiot Light.

Caution.—A wreck covered 29 feet is W of the trackline about 10.5 miles **018°** from Fort Gratiot Light in about 43°09.2'N., 82°21.5'W

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

Table of Selected Chart Notes



Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Clio, MI	KIH-29	162.40 MHz
Detroit, MI	KEC-63	162.55 MHz

RACING BUOYS



Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

 (Accurate location)  (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 0.107" northward and 0.298" eastward to agree with this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation sections numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.



Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

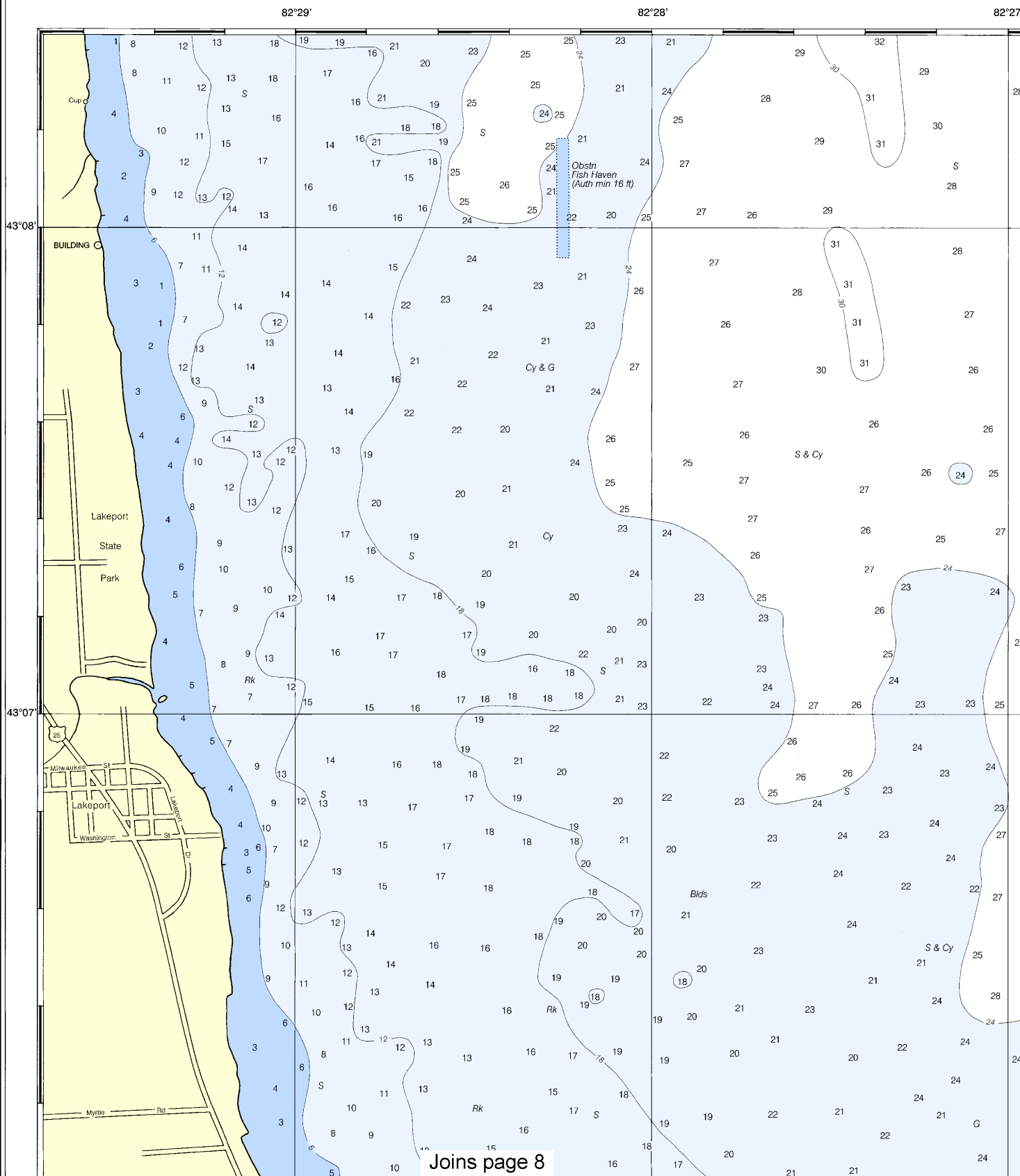
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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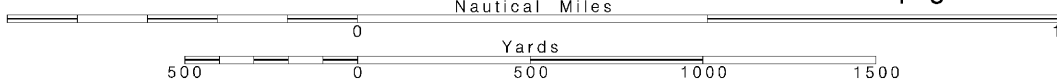


Note: Chart grid lines are aligned with true north.

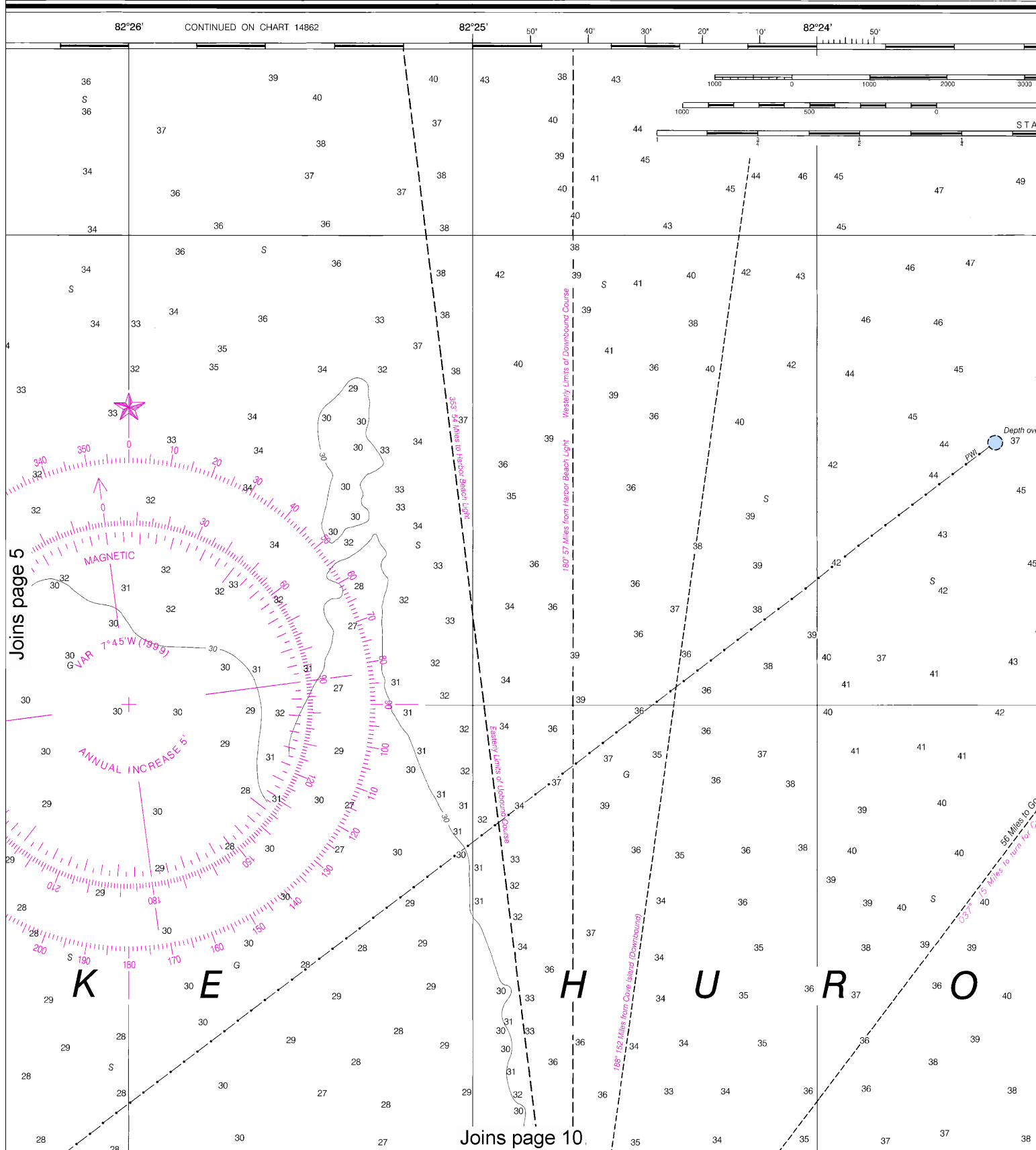
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SCALE 1:15,000

See Note on page 5.



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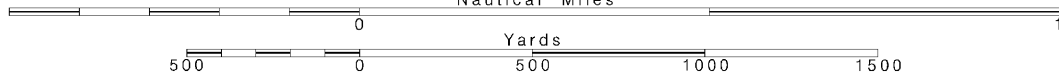
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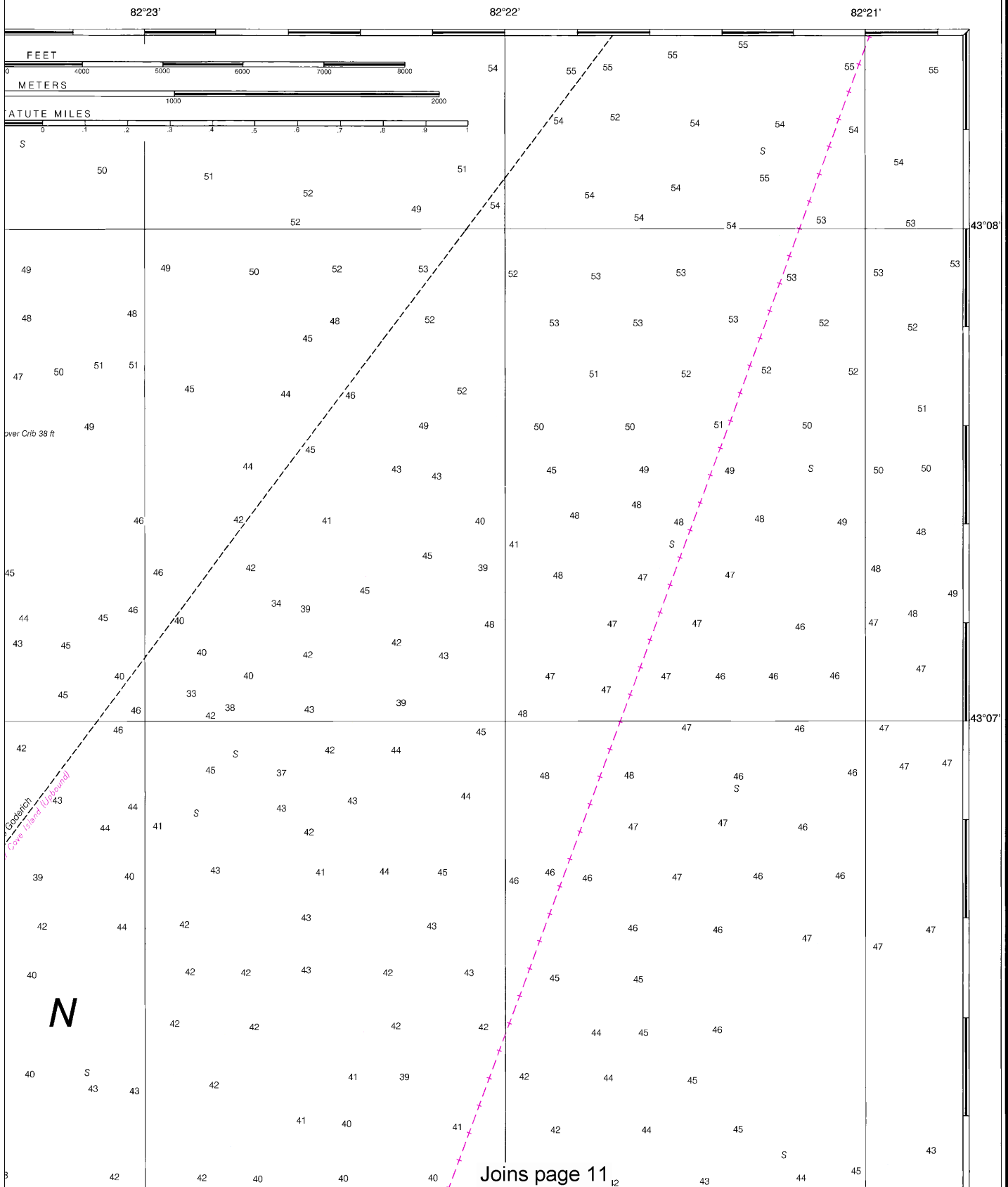
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SOUNDINGS IN FEET

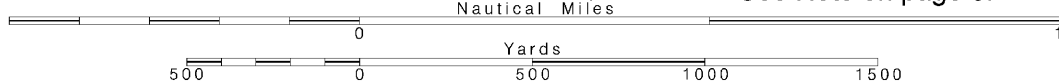
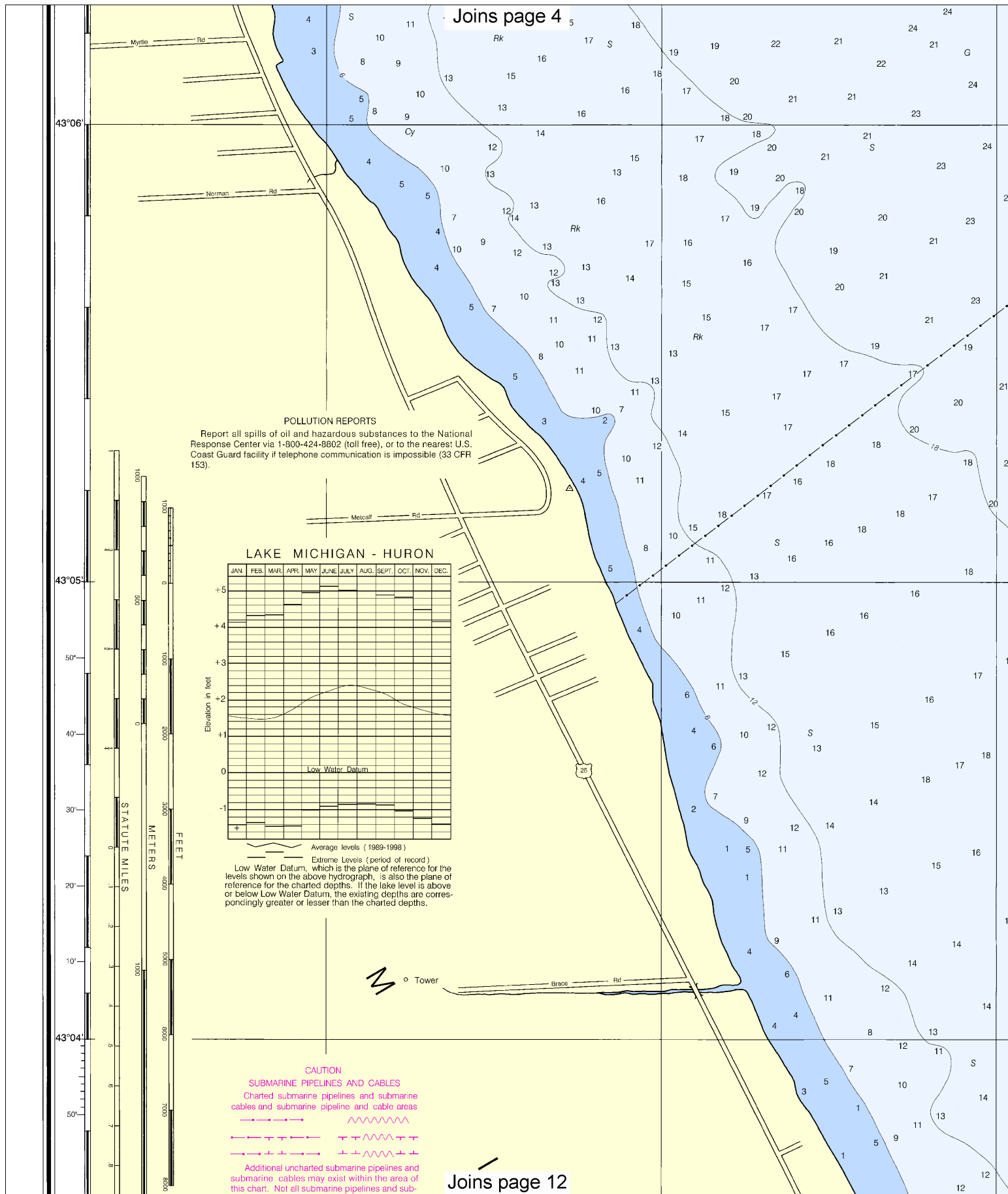
Nautical Chart Catalog No. 4, Panel C

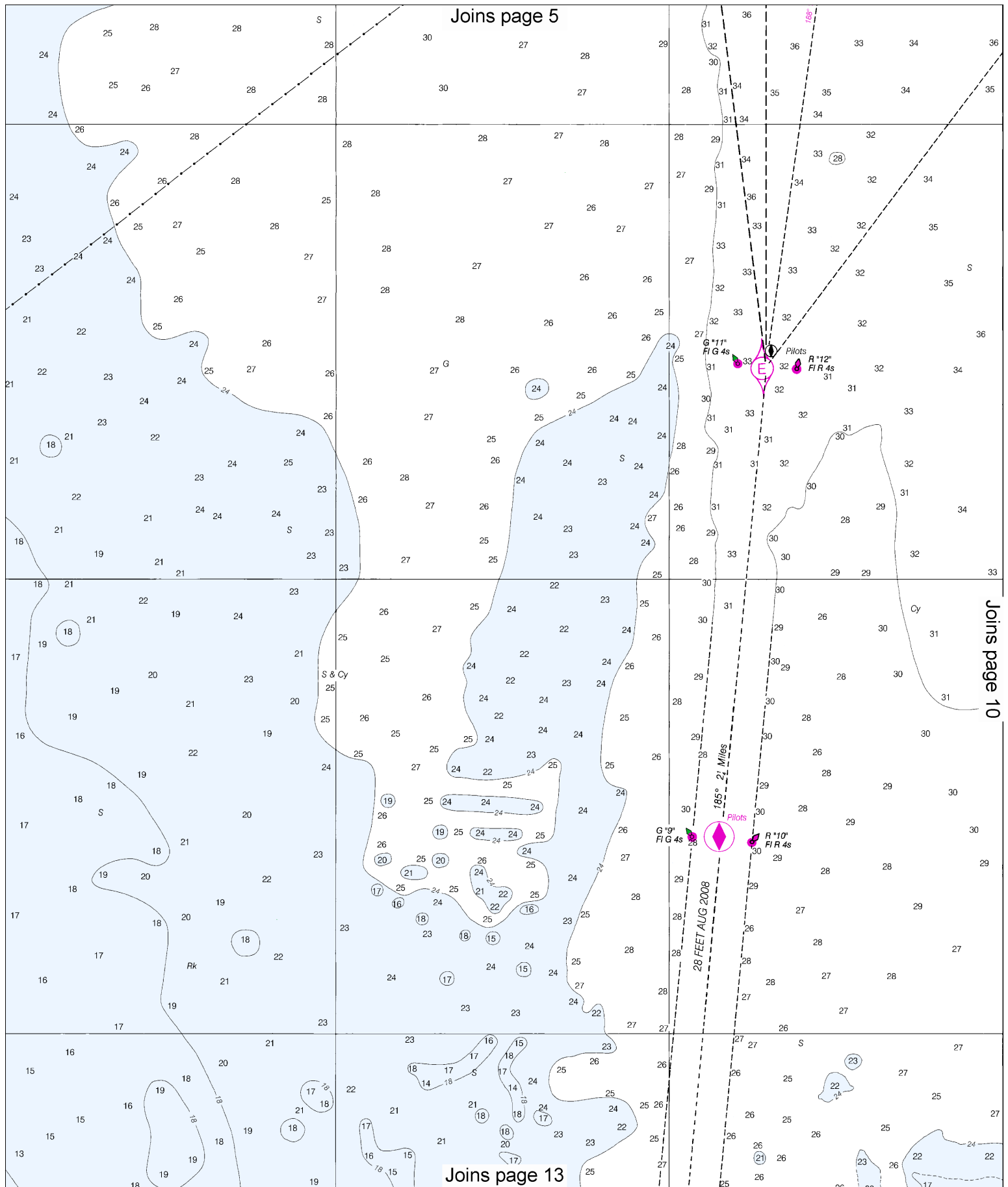
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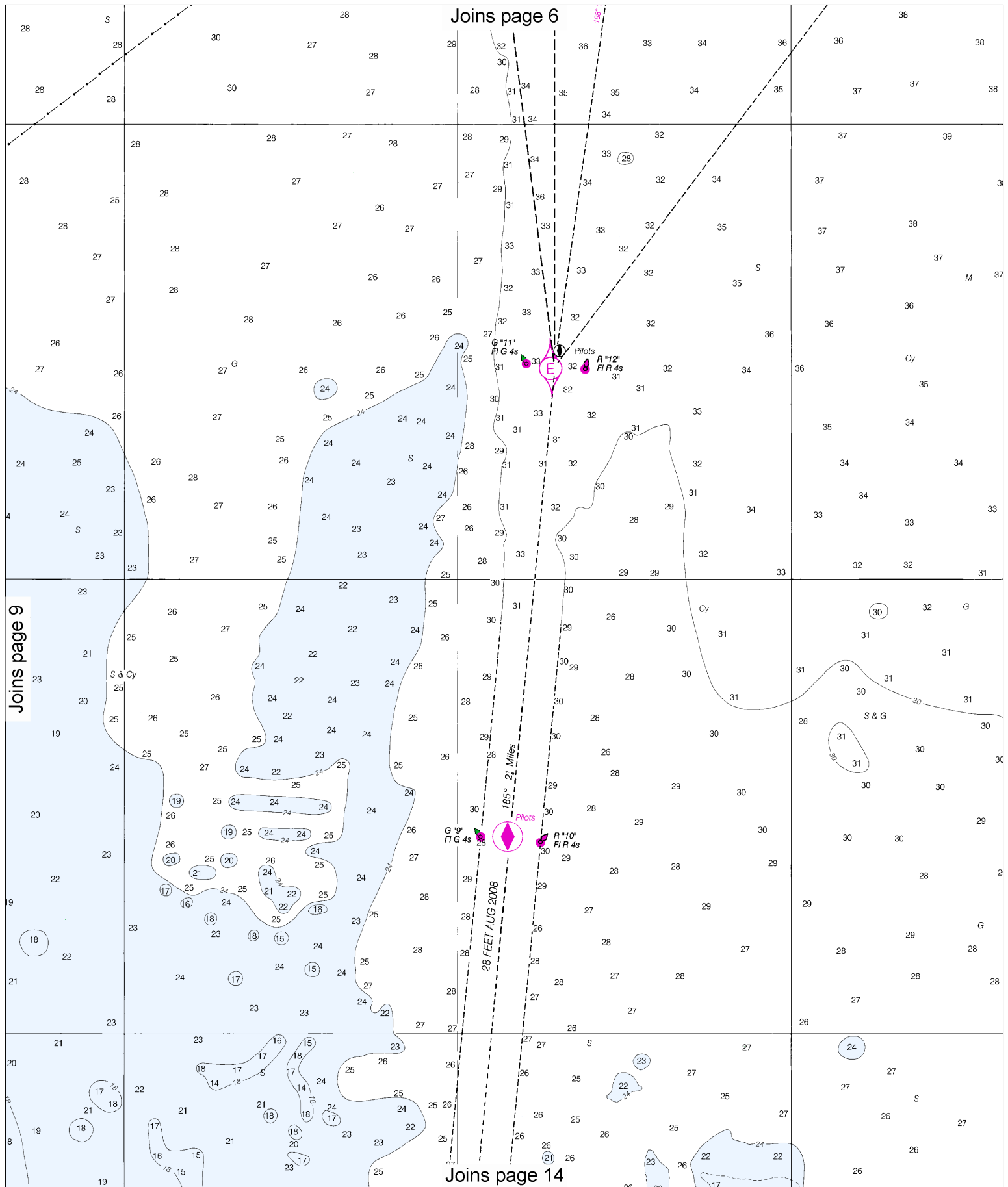


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.

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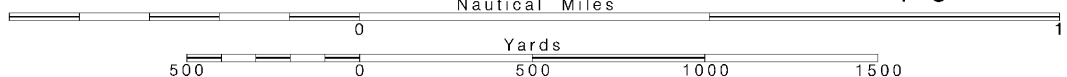
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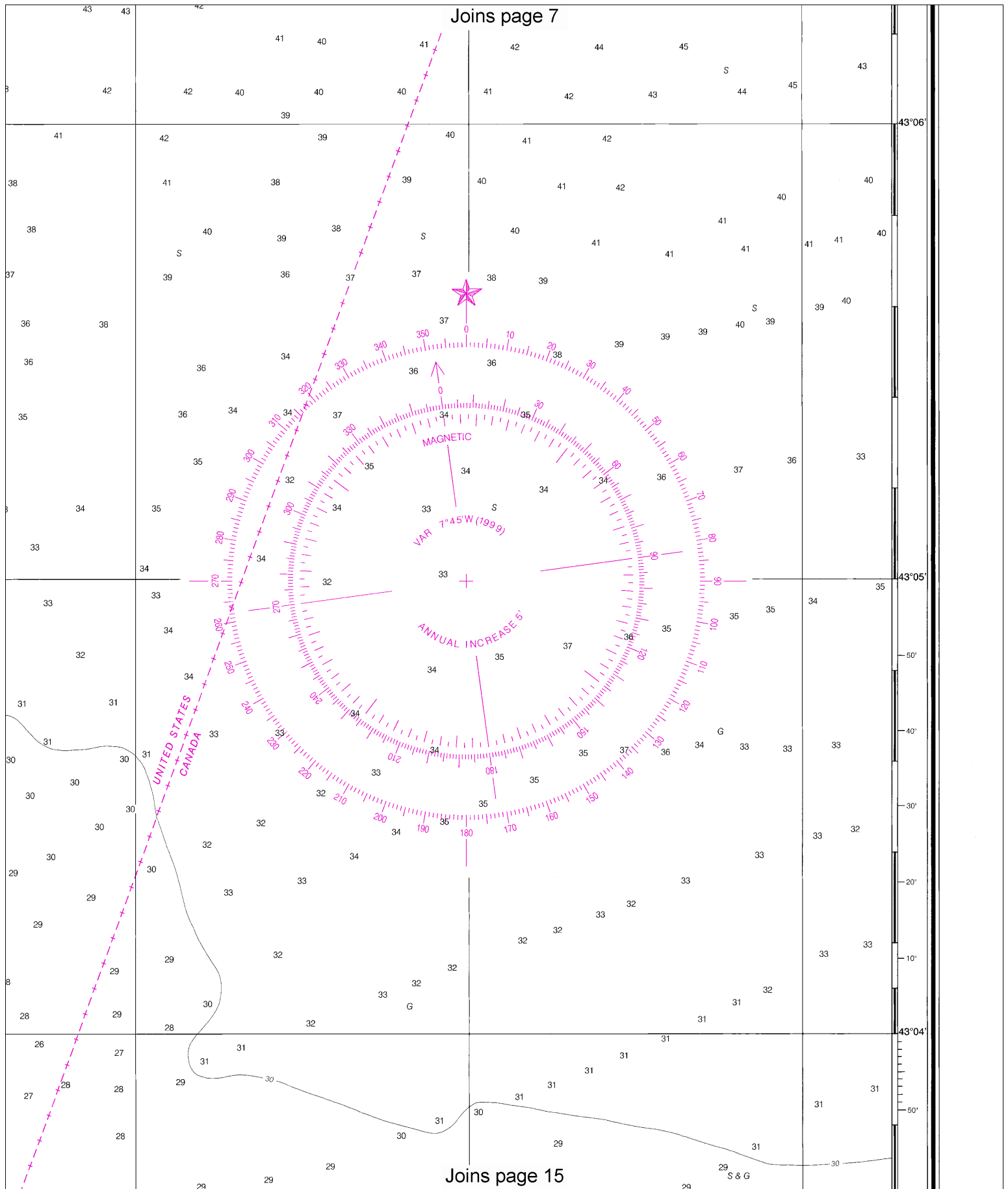
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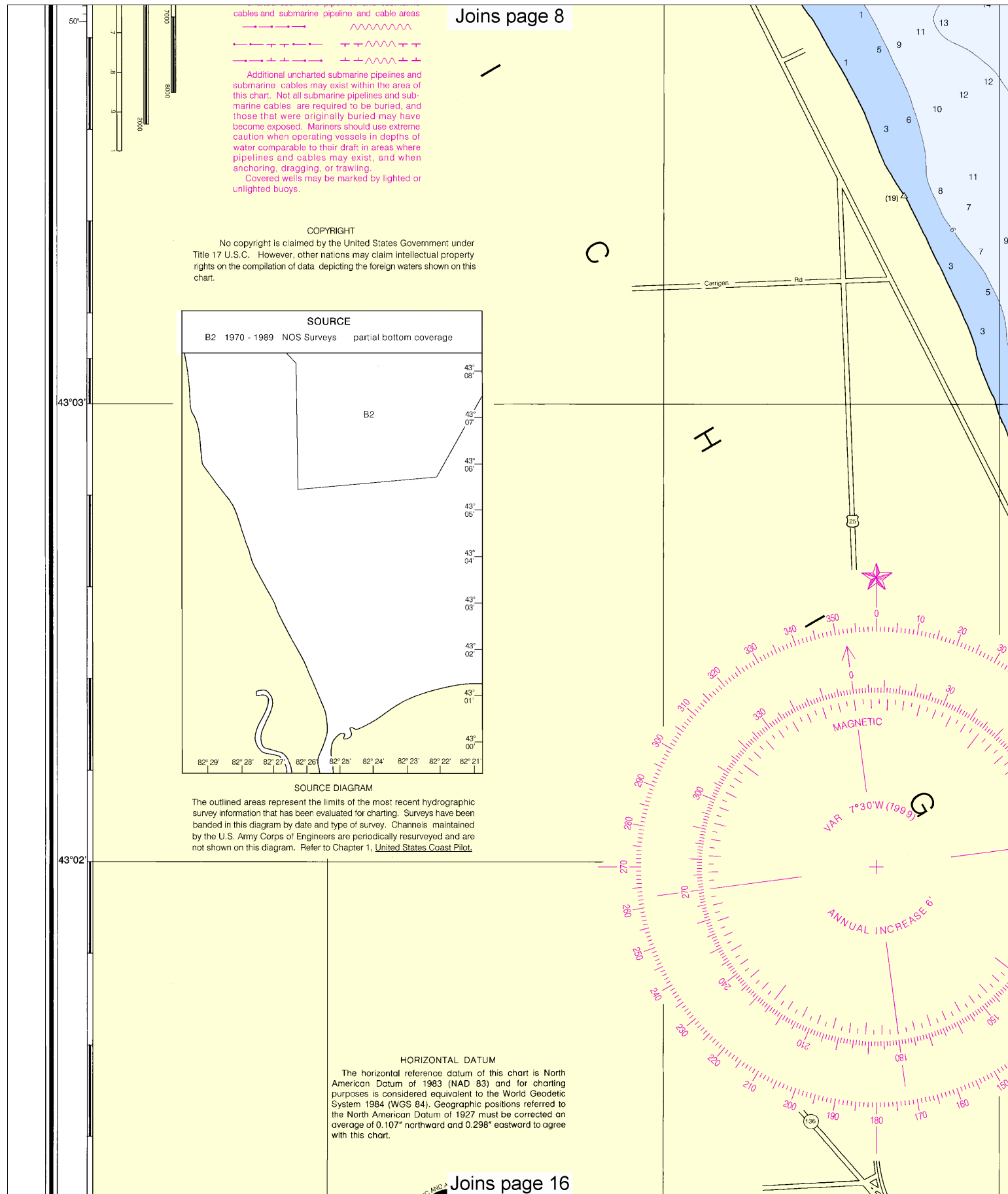
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See Note on page 5.







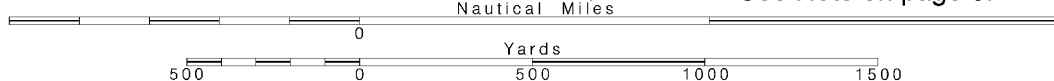
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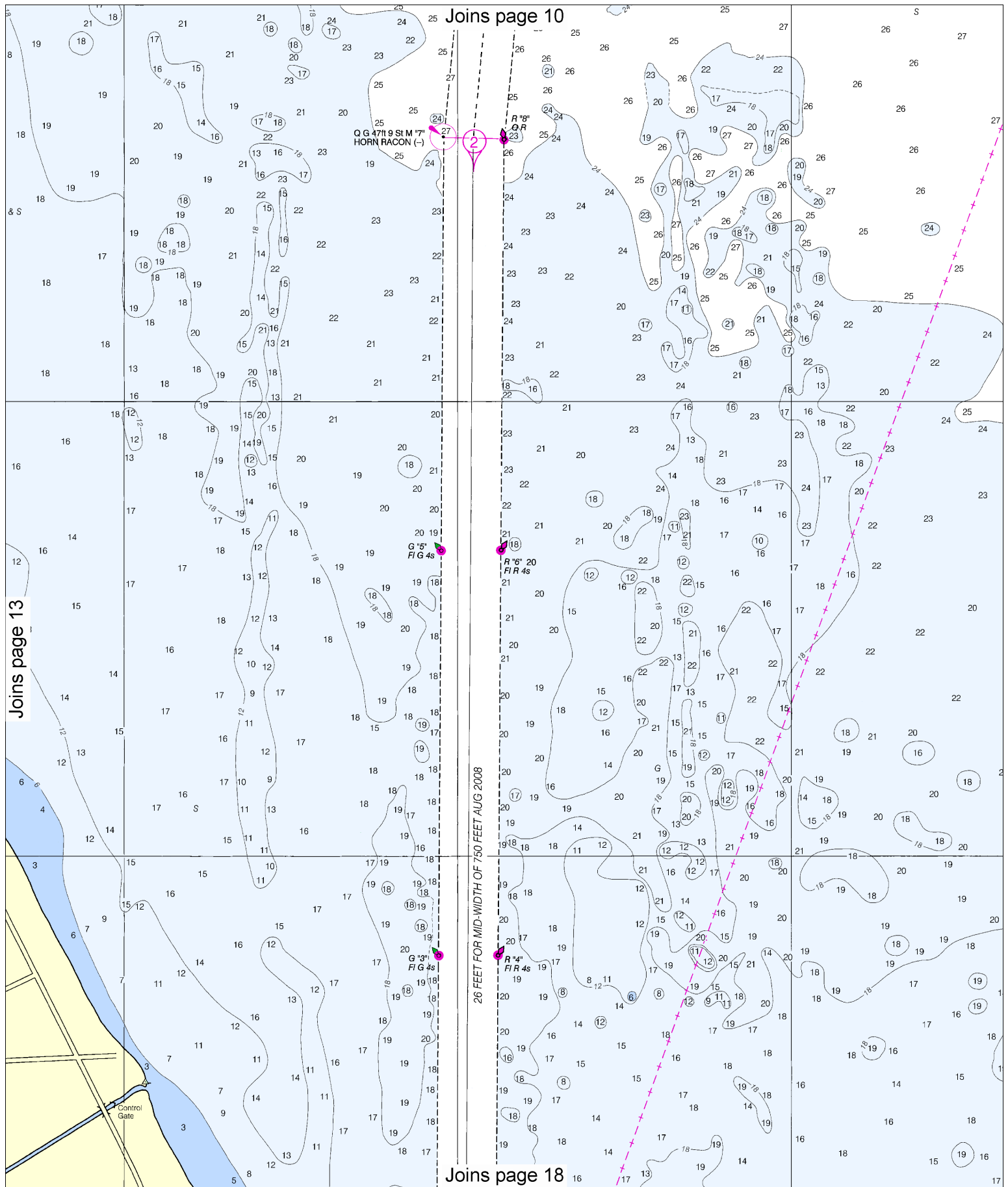
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See Note on page 5.



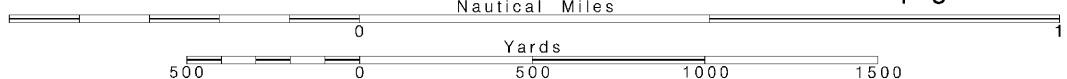


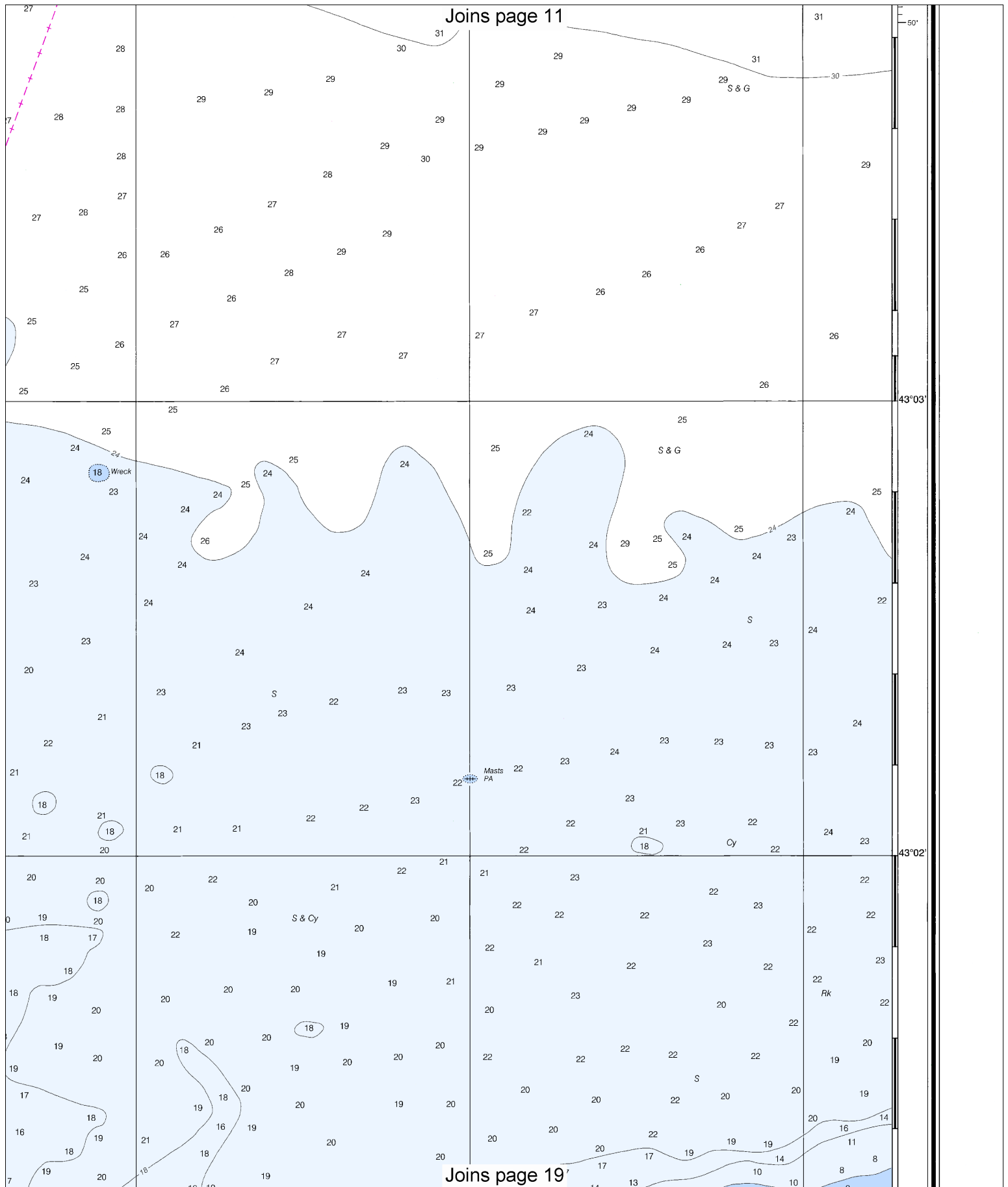
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SCALE 1:15,000

See Note on page 5.





System 1984 (WGS 84). Get the North American Datum (NAD 83) average of 0.107" northward and 0.230" eastward to agree with this chart.

Joins page 12



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

SOUTH END OF LAKE HURON

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.
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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation sections numbers.



Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.



16th Ed., June 26/99

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CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

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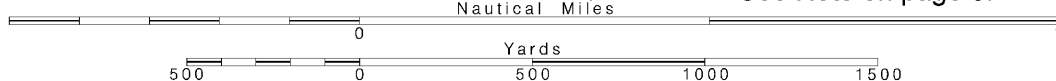
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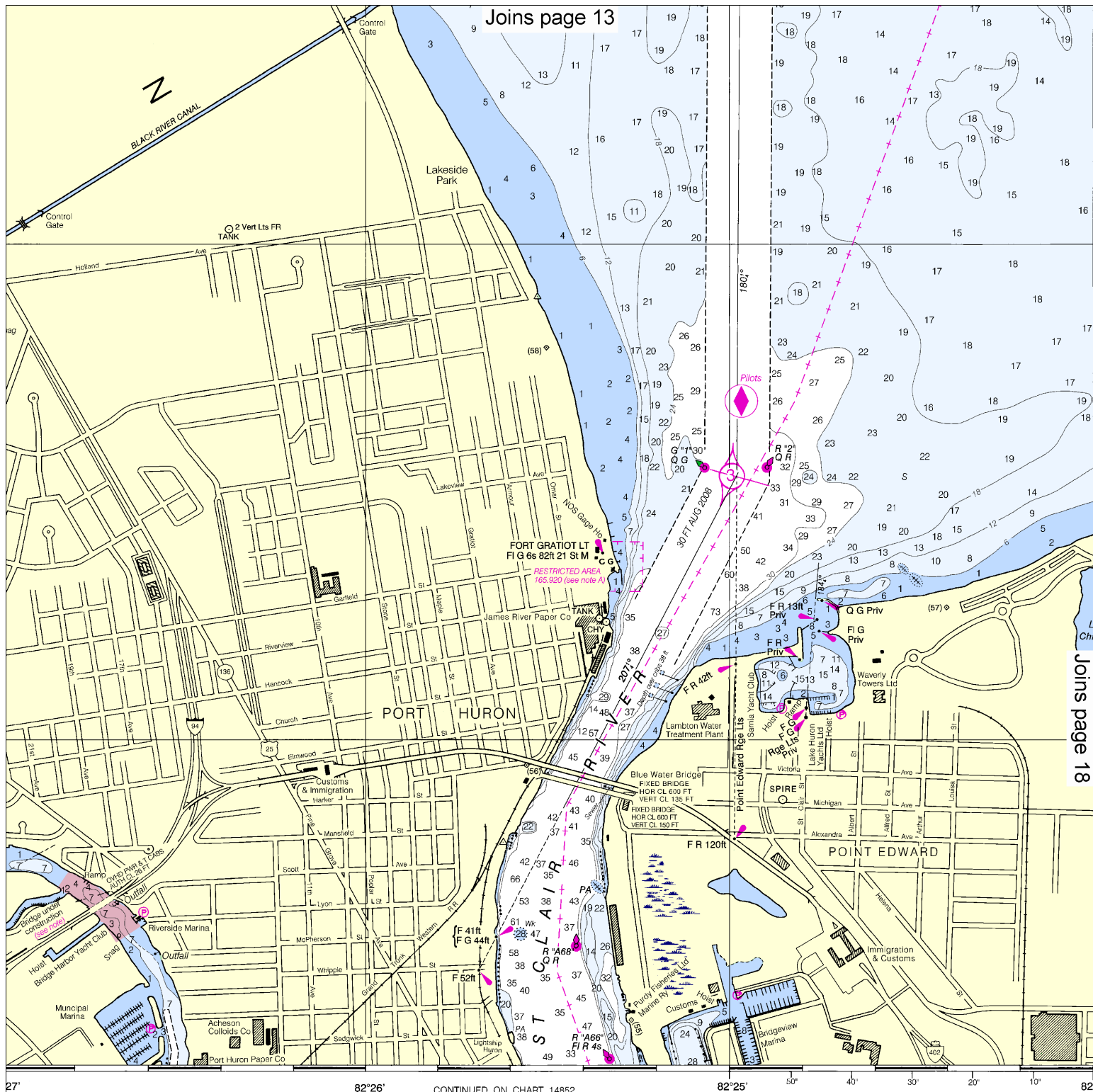
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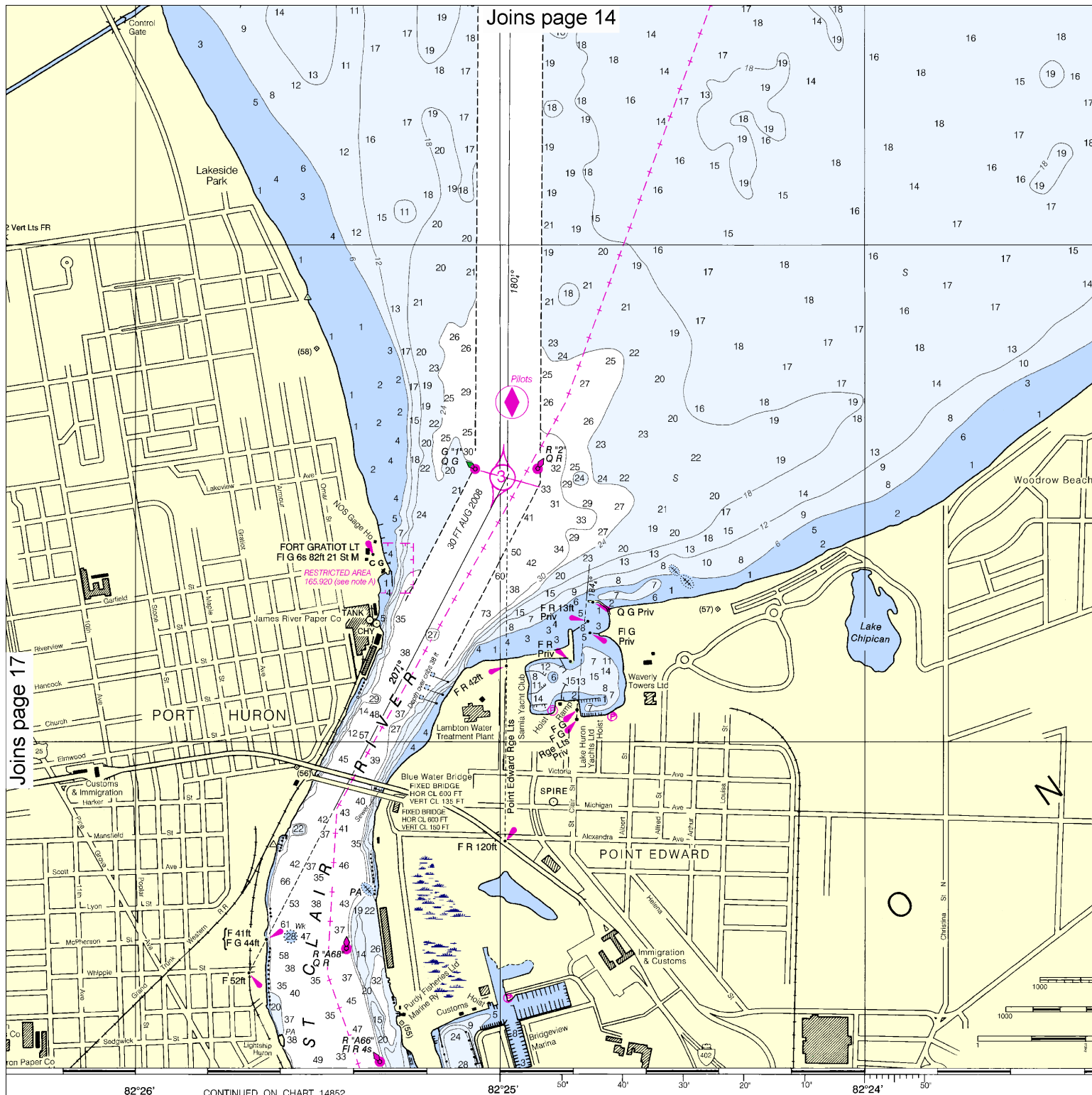
See Note on page 5.





SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
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COAST SURVEY

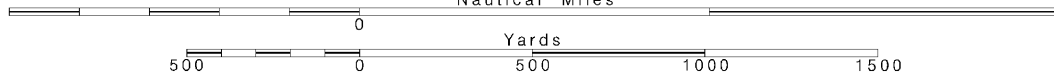
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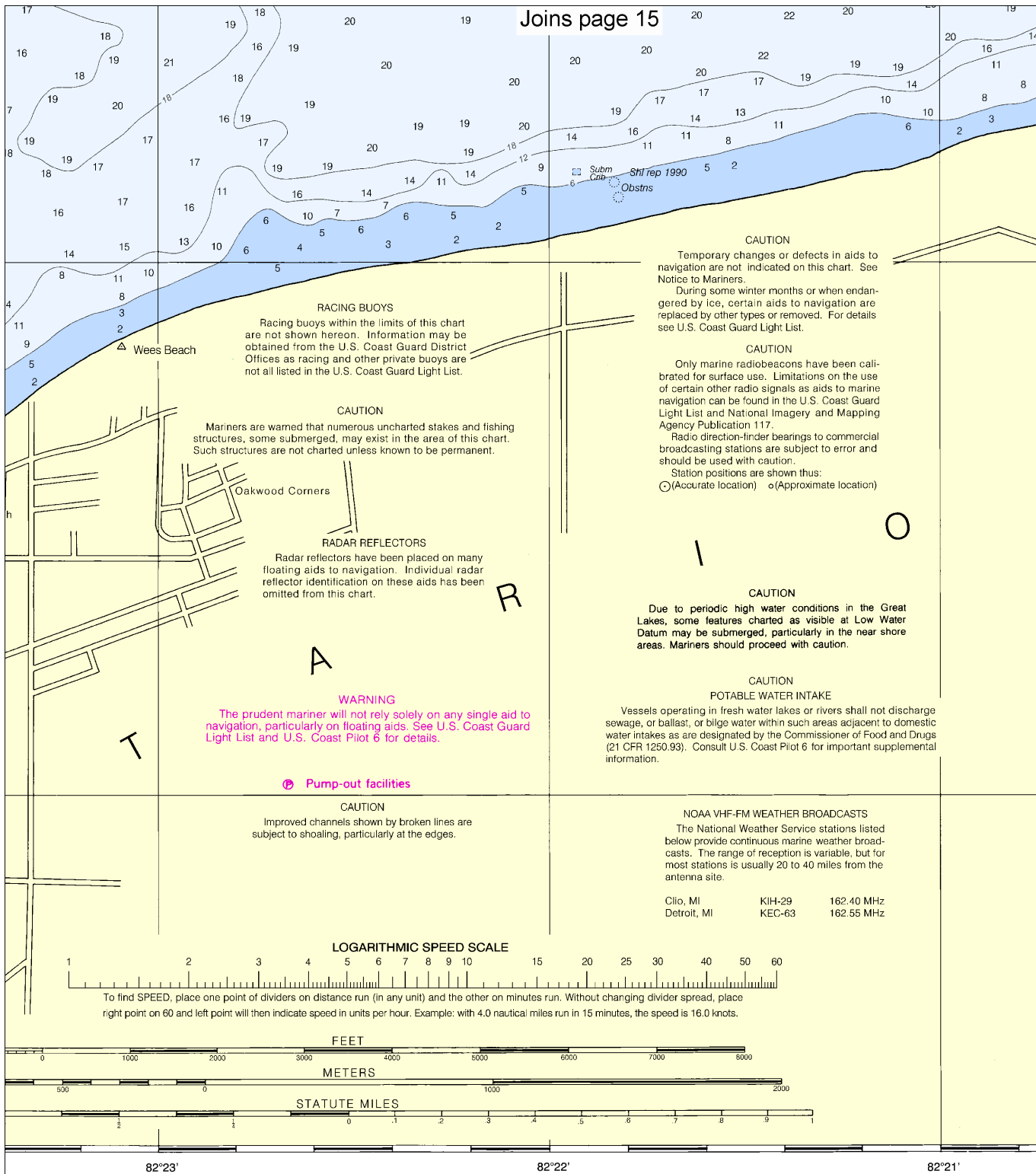
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

South End of Lake Huron
SOUNDINGS IN FEET - SCALE 1:15,000

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker